

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN ... \$20.00
SOLE AGENTS—
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S
BRANDIES
ARE KNOWN ALL OVER
THE WORLD.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

No. 13,831 號壹十叁百捌千叁萬壹第 日肆十月陸年捌十二緒光 HONGKONG, FRIDAY, JULY 18th, 1902. 伍拜禮 號捌十月柒年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

SANDEMAN'S
AUSTRALIAN
CLARETS
AND
HOCKS.

SOLE AGENTS—
A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
[a164]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]

CUTLER, PALMER
& CO.'S

PRICE \$11.25 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a48]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

SUNDAYS.
8.45 a.m. to 9.15 a.m. ... Every 1 hour.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
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11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
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12.30 p.m. to 1.00 p.m. ... Every 15 minutes.
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6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

Extol cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS for arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [a392]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Cannelling a Specialty.

43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a993]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$3.50 per Cask of 37 1/2 lbs. net or Factory.
\$3.50 per Bag of 25 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1603]

NOTICE.
WE have this day been appointed
AGENTS FOR HONGKONG

TAIWAN STONE AND SHELL LIME
FACTORY, MACAU.
These Limes have been tested by experts, and
found to be SUPERIOR TO ANY OTHER FOUND
IN CHINA. All houses should be lime-washed
with this Lime. It gives an air of freshness
and kills vermin. It is a decided check on
plague and other pestilential diseases, and it is
valuable for building purposes, having been
tested and found to give 60 to 70 lbs. to the
square inch breaking strength.
Orders will be received and testimonials can
be seen and prices quoted on application to
C. E. WARREN & CO.
30, Des Vaux Road Central.
Hongkong, 16th June, 1902. [1697]

S. LARCHER PERE AND FILS JEUNE, BORDEAUX.

AFTER-DINNER WINE.
1 Doz. 2 Doz.
BOTTLES. HALF-BOTTLES.
CHATEAU ST. GERMAIN, ... 1885 ... \$9.50 ...
CHATEAU BON AIR, ... 1889 ... 19.50 ...
CHATEAU BEYCHEVILLE, ... 1889 ... 21.50 ... \$23.50
CHATEAU PALMER, ... 1889 ... 21.50 ...
CHATEAU MOUTON ROTHSCHILD, ... 1889 ... 30.00 ...
HAUT SAUTERNES, ... 1894 ... 15.00 ... \$17.00
CHATEAU LA TOUR BLANCHE, ... 1883 ... 20.00 ...
CHATEAU YGUEM, ... 1893 ... 30.00 ...

Apply to—
G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, Des Vaux Road Central. KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.
[a2963]

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

RECENT BOOKS.

Through Unknown Tibet, by Capt. ... \$9.00
Wellsby ...
Mr. Punch's Annual Land ... 7.75
Verboek of Japan, by Griffin ... 4.2
China and the Powers, by Thomson ... 5.25
A Year in China, by Bigham ... 6.00
Charter Parties and Bills of Lading ... 1.90
Castell's Illustrated History of the Boer ... 5.50
War ... 2.75
The One Before, by Barry Pain ... 2.75
"Saunders' Medical Hand Atlas" ... 12.00
Gynecology, by Schaeffer ...
Anomalies and Curiosities of Medicine, ... 12.00
by Gould and Pyle ...
ANGLO-EGYPTIAN CIGARETTE CO.
Early Mountaineers, by Gribble ... 4.90
Work, by Zola ... 7.75
The Land of the Blue Gown, by Mrs. ... 9.00
Archibald Little ...

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN CO.

SOLE AGENTS.

LANE, CRAWFORD & CO.

NEW GOODS.

BATHING DRESSES AND DRAWERS,

A.S.A. SWIMMING COSTUMES,

BATH ROBES,

BATH BLANKETS,

BATH TOWELS,

THIN TROPICAL BLANKETS,

&c., &c., &c.

LANE, CRAWFORD & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 76 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

IMPERIAL BRAND,
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"

\$21 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.

Very soft, palatable, and main-
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

COTTAM & CO. (JUST RECEIVED).

STRAW HATS (ALL SIZES).
SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES
FOR SUMMER WEAR. [a37]

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TA LETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS, LIMITED. [a73]

P. H. O. O. PLATES, PAPERS
GRAPHIC AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a4]

GINS.

Per Case of
15 Bottles ... \$8
HULSTAMP'S GENEVA (STONE BOTTLES) ... 11
12 half ... 12
1 doz. Bottles ... 13.50
BOL'S SUPERIOR ... 8
JAS. COULT'S & CO.'S SUPERIOR OLD TOM ... 8
JAS. COULT'S & CO.'S SUPERIOR UNSWEET-
ENED GIN ... 8
BOORD'S OLD TOM GIN ... 9
BOOTE'S No. 1 OLD TOM ... 11
COATE'S PLYMOUTH GIN ... 11

BOORD'S OLD TOM GIN ... 9

BOOTE'S No. 1 OLD TOM ... 11

COATE'S PLYMOUTH GIN ... 11

CALDBECK, MACGREGOR & CO.

Hongkong, 12th July, 1902. [a78]

UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Pistons and Valve Rods and is absolutely imperishable. "GLADIATOR" and "VICTOR
METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER
Superintendent ... ARCHIBALD RITCHIE
DODWELL & CO., LIMITED, General Managers

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS

PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

CARLOWITZ & CO. Sole Agents.

1798a

CHEONG SHING
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERY, AND
CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & Co.)
Hongkong, 2nd June, 1902. [155]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications, at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [66]

HOTEL

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.

A First-class Hotel with thirty-five very
airy Bedrooms.

Board and Residence:
By the day ... From \$5 to \$7.00
" month ... \$85 to \$110.00
" for Married Couple ... \$160.00

Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTTONJEE,
Proprietor.
Hongkong, 25th November, 1901.

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
JAUS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1419]

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisines of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGE MODERATE. [a49]

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a990]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.

Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a52]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

F. D' A. SILVA, Manager.
Hongkong, 22nd May, 1902. [a51]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."

For Terms, apply to
THE MANAGER.
[a165]

HING KEE HOTEL.

(ESTABLISHED 1878)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Con-
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HING KEE" [a1848]

VICTORIA HOTEL,
SHAMEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1901. [a1837]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR.

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE 222.

Hongkong, 21st June, 1901. [1217]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

	Per Doz.	Per Bot.
B. SUPERIOR PALE DRY		
Dinner Wine, Green Seal		
Capsule	\$10.80	\$0.90
C. MANZANILLA, PALE		
NATURAL SHERRY,		
White Capsule	12.00	1.00
C.C. SUPERIOR OLD DRY,		
PALE NATURAL		
SHERRY, Red Seal		
Capsule	14.40	1.20
D. VERY SUPERIOR OLD		
PALE DRY, Choice Old		
Wine, White Seal Capsule	16.20	1.35
E. EXTRA SUPERIOR OLD		
PALE DRY, Very Finest		
Quality (old bottled)		
Black Seal Capsule	24.00	2.00

B, C, & CC are excellent Dinner Wines.
D and E are After-Dinner Wines of
VERY FINE VINTAGE.
ALL ARE SUPERIOR XEBES WINES.

The following Wines, bottled in Europe, have
been specially selected, and procured
from the celebrated firm of Messrs.
GEO. G. SANDERMAN, SONS & CO.,
of London, Oporto and Xeres.

	Per Doz.	Per Bot.
LIGHT DRY	\$15.00	\$1.25
SOLERA	21.00	1.75
VERY PALE DRY	21.00	1.75
FULL GOLDEN	24.00	2.00
PALE DRY NUTTY	27.00	2.25
FINE OLD BROWN	36.00	3.00

MADEIRA.

	Per Doz.	Per Bot.
GOOD	\$15.00	\$1.25
FINE	24.00	2.00

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: "Press, Colonies, A.B.C. 6th Ed.
Lieke's"
P.O. Box, 33. Telephone No. 12

BIRTH.

On the 10th July, at 65, Chapeau Road, the wife
of M. J. E. DA SILVA, of a daughter.

MARRIAGE.

On the 10th June, at Frimley, Surrey, Capt. E.
McDONALD, D.S.O., son of late J. McDONALD, of
Hongkong, to Miss CONSTANCE PENNINGTON.

DEATHS.

At "Auchenroch," near Brechin, Forfarshire,
THOMAS SCOTT, Senior Partner of the firm Guthrie
& Co., of Singapore and Fremantle, W. A., and
Scott & Co., of 5, Whitlington Avenue, London,
aged 70 years.
On the 8th July, at Wuhu, CHRISTIAN TROSTEN
MUNTER, of the Chinese Customs Service.
On the 9th July, at 47, Bubbington Wall Road,
Shanghai, ALICE JESS, youngest child of E. D.
WATT.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 18th July, 1902.

THOUGH little now be heard of the Harbour
Master's suggestion that a bridge be
thrown across the channel from Hongkong
to Kowloon, there can be no doubt that
it yet lingers in the minds of many who
are not mere fanciful speculators. Of
the many aspects of the yet necessarily
nebulous scheme, none was more attractive
than the hopeful relief it seemed to offer
from our ever-present problem of the water
supply. Mains could be laid across the
viaduct and water fountains would become
things of the past; the plentiful courses of
the mainland would supplement the uncer-
tain streams of Hongkong with unceasing
flow. To a community then enduring all
the miseries attendant upon a supply of
water painfully limited, it was little wonder,
indeed, that the projected scheme should
present itself in a rosy hue. It was
almost the first proposal put forward for
providing a continuous supply of water
from Kowloon, and now that this idea has
been taken root, however slight, it is not beyond
the bounds of probability that it will in due
time fructify. In the event of a bridge
being built, the mains would require
to be lowered to the bottom of the Harbour

at the drawbridge in the centre of the
structure. But the very fact that the pipes
would have to be laid along the sea-bed for
this short space is suggestive of the thought
that what is practicable over a short distance
might be equally so over the whole width
of the channel: that the mains could be
laid along the sea-bottom from the island
to the mainland, independently of the
viaduct. In this connection, it is interest-
ing to learn that in the city of Amsterdam
a scheme of this nature is already in
operation. Some outskirts of the city,
situated on the opposite side of the River
V, are supplied with water by means of
three armoured mains, each 492 yards in
length and of two inches inside diameter,
laid across the river-bed. To serve the
purposes of Hongkong, any such mains
would require to be nearly four times
longer and, we presume, of greater capacity
than those which do service in Amsterdam.
These are not insurmountable obstacles,
however; and if the mains can be kept
clear of the anchors of the shipping, there
seems to be no reason why Hongkong
should not find salvation in such exceptional
means, adopted to meet an exceptional case.
Nothing at any rate would be lost by
obtaining expert opinion on the subject.
The Amsterdam subaqueous service was,
it may be mentioned, carried out by Messrs.
FELTEN & GUILLEAUME, of Mülheim-on-
Rhine.

During the 24 hours ended at noon yester-
day 5 new cases of plague were reported, 4
being fatal.

Eight Chinese houses in Angus Street, close
to Elgin Bridge, Singapore, were destroyed by
fire on the night of the 16th inst.

A statutory meeting of the Hongkong Land
Investment Company was held at three o'clock
yesterday afternoon at the offices, Victoria
Buildings.

The water polo match at the V.R.C. last
night between teams of the Welsh Fusiliers
and Royal Artillery ended in the crushing
defeat of the latter by 10 to 0.

The fruit-dealers in Hongkong are experienc-
ing a brisk demand for pine-apples—a result,
no doubt, of the letter which appeared in our
columns the other day showing the value of
the fruit as a digestive agent.

On the afternoon of the 9th inst. Shanghai
was visited by a wind storm which lasted some
ten minutes, during which the Settlements were
filled with dust. A resident out in a sailing
boat was caught in it in the Seven Mile Reach,
but fortunately had no mishap.

We are requested by the directors of Messrs.
Campbell, Moore & Co., Ltd., to state, for the
information of "A Shareholder," that they
regret exceedingly that the annual meeting of
the Company has not yet been held. The
reason for the delay will be fully explained at
the meeting which will take place some time
next week.

In spite of counter attractions during the
summer in the shape of picnics and bathing
parties, a large number of people were present
last Wednesday at the New Parade Ground to
listen to the music provided by the Band of the
10th Bombay Light Infantry, under Band-
master Vas. This was the first appearance of
this band, and the programme submitted was
very creditably executed and much appreciated.

In Hongkong, the home of noting appoint-
ments, the following paragraph from the
Shanghai Union should be appreciated:—A
rather peculiar acting appointment has been
made by the Council but it was inevitable.
The Secretary has had to go to Japan for the
benefit of his health, while the Assistant Sec-
retary is on home leave, the consequence being
that the Municipal Engineer has been appointed
to fill the Secretary's office in the meantime.

Their Majesties the King and Queen held a
Court on 13th inst. at Buckingham Palace.
His Imperial Highness Prince Chen of China,
attended by his suite, was present at the Court.
His Imperial Highness Yi Chai-Kai, Prince
of Corea, attended by his suite, was also pre-
sent. Amongst the members of the Corps
Diplomatique invited on this occasion were the
Siamese Minister, the Japanese Minister and
Viscountess Hayashi, the Chinese Minister and
Mrs. Chang, and Sir Holliday Macartney.
The general invitations included Mr. and Mrs.
H. Clifford. Amongst those presented were
Mrs. Kewick, by Lady Castlemain, and Miss
Mary Kewick, by Mrs. Kewick.

H.M. Consul at Manila, in a recent report to
the Foreign Office, states that the recently
imposed tariff has not altered conditions to any
great extent. Luxuries have increased in price,
necessaries remain the same. French imports
have suffered the most. The import of Scotch
whisky has increased largely. Americans have
of opinion that it is better suited to the climate
than the American article. Automobiles are
coming into use owing to the scarcity of horses
in consequence of the long war, which affected
the horse-breeding district of Batangas
especially. The American Mail Lines from San
Francisco to Hongkong (including the "White
Star" vessels on that run) have begun to call
at Manila on their way to the latter port. A
Japanese company are running the line P. & O.
Rosetta between Manila and Hongkong at
considerable loss to themselves and the com-
peting Hongkong lines.

We understand that a new Portuguese weekly
paper will be published in the Colony soon.
The paper will probably be styled *A Verdade*.

It is stated that Singapore will shortly boast
of a weekly sporting and illustrated newspaper.
It may possibly prove a success, but we have our
doubts on the subject, comments the *Strait*
Times.

Captain G. C. Anderson, hon. secretary of
the local branch of the Navy League, sends us a
copy of the *Navy League Guide to the*
Coronation Review. It is splendidly printed
and illustrated and will make an excellent
souvenir of the Review.

We were in error in stating yesterday that
the Volunteers had engaged in gun practice
from Belcher's. The practice was carried out
by one of the Royal Artillery Companies of the
Garrison, and the officers of the Volunteer
Corps were present in the fort as spectators.

On the 9th inst. the steamer *George Pym* ran
aground at Tungkong, the forepeak being the
part affected. The fire was overcome by the
crew, but one of the men, a Chinaman, was
suffocated and another had to be removed to
hospital. Steam was got up on the fire-boat
and the went up to the Pym before she could
be recalled. Her services were not required.
The origin of the fire is unknown.

It is reported, says the *L. & C. Express*, that
the subsidised steamer *Oceanic*, belonging to
the Jelut Company, now regularly calling at
Herberts Bay, will, as soon as she has finished
her trip between Sydney, the Marshall Islands,
and Caroline to Hongkong, leave Hongkong
for Rook's Islands and then proceed to the
harbour of New Guinea. The Imperial Gov-
ernment has advanced the subsidy for the *Oceanic*.

The cruiser *Astruc* was paid off at Chatham
on the 12th ult. In the course of an account
of her commission one of the crew says (Turk-
September, 1900, saw us at Salonic (Turkey)
with the fleet, at which port orders were signalled
to us by the Commander-in-Chief, to proceed
to China to strengthen the squadron, as trouble
was brewing. At Salonic we picked up the
torpedo-boat destroyer, *Janus*, and took her in-
tow for the stationing, arriving at Hongkong
on Trafalgar Day, 1900. On December 28th
we proceeded to Shanghai as guardship and
senior naval officer, remaining at that port until
May, when, as the political horizon was cloud-
ing in Corea, we were ordered to proceed to
Chemulpo. Dr. McLeary Brown having asked
for a man-of-war to be present, as things were
becoming serious. We remained there until
everything was settled, and then proceeded to
Amoy, thence to Hongkong, and finally back to
Shanghai, at which port we received telegraphic
orders to proceed home. We are now waiting
anxiously for the China medal, which the
Admiralty seem rather dubious about granting
to the ship's company, as we appear to have
arrived a few hours late in the Yangtze.

The German garrison in the Far East, by
Imperial order, will soon undergo a diminution
as well as a new organisation. The garrison
will consist of two regiments of foot soldiers,
each regiment formed of three battalions of
three companies, an East Asiatic corps of
chasseurs a cheval, one East Asiatic horse
battery, two East Asiatic mountain batteries,
a ditto company of pioneers, and Field
Hospital I and II. The rest of the present
garrison will be recalled to Germany and will
be dissolved. In 1901 the numbers of the
contingent were fixed at 4,704 of all ranks.
The reduction now contemplated provides for
a total of about 3,300. The field howitzer
battery is to return to Germany, one field
and one mountain battery remaining. The
troops will be distributed as follows:—One
infantry battalion (about 400) in Tsingtau, 800
men in Shanghai, 800 in Peking, and 1,300 in
Tientsin. The remaining four companies of
infantry will be posted between Peking and
Tientsin, at Yang-tsun, Langfang, Tangku,
and Shanhsikwang railway stations. This
reduction is the result of the Government's
original estimate of 24,900,000 marks for 1902
being curtailed by the Reichstag to 20,000,000
marks.

THE MACAO OPIUM FARM.

The auction of the lease of the Macao opium
farm was held on Wednesday, when it was
purchased by the present holder, Kuang Chin
Yan Wo, for \$130,000, an increase of nearly
\$200,000 over the price paid for the old lease.
This represents an appreciable addition to the
revenue of the Portuguese colony.

THE CHEFOO SCHOOL CALAMITY.

Telegrams to the *N.C. Daily News* from
Chefoo state that another victim, Cyril Molloy,
aged 10, died on the 9th inst. exhibiting sym-
ptoms identical with those of other eighteen of
his schoolmates who were ill, namely, ptomaine
poisoning. Parry, Ewing, Squire and Dervault
had recovered. Newcomb was progressing
favourably.

A VETERAN ADMIRAL.

Admiral of the Fleet the Hon. Sir Henry
Keppel had the honour of being received by the
King and Queen on the occasion of his 90th
birthday. The gallant old admiral entered upon
his 94th year on 14th inst. He is the only
surviving son of the fourth Earl of Albemarle,
and granduncle of the present Peer. He was
born in 1809, and entered the Navy when only
13, so that his life as a sailor now extends to 80
years. He only recently returned from his trip
to Malaya. Just 60 years ago Sir Henry com-
manded H.M.S. *Dido* in the China War, and
a quarter of a century later he was Commander-
in-Chief on that station, where he has seen so
much service.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 17th July, 9.45 a.m.

THE FRENCH AND MACAO.

Lord Cranborne is informed that the
report that the French flag has been hoisted
at Yehti, near Macao, has no foundation.

HANKOW-CANTON RAILWAY—
BELGIAN CONCESSION.

The Brussels correspondent of the *Express*
learns that a Belgian syndicate has acquired
the Hankow-Canton railway concession.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 17th July, 9.45 a.m.

THE AMERICAN COTTON CROP.

The American Agricultural Department
issues a favourable report. The cotton
crop promises to be the best for years.

REUTER'S SERVICE.

LONDON, 15th July.

THE GOVERNMENT CHANGES.

His Majesty at the audience on Friday last,
conferred on the Marquis of Salisbury the
Grand Cross of the Victorian Order, with Star
and in brilliants.
The Rt. Hon. A. J. Balfour had an audience
with His Majesty in the afternoon of the same
day, and was then appointed Lord Privy Seal.
It is probable that Sir Michael Hicks-Beach
will remain in office as Chancellor of the
Exchequer until the Autumn session.

THE PHILIPPINES COMMAND.

General Chaffee will relinquish the command
of the American forces in the Philippines on
the 30th September, and will be succeeded by
General Davis.

LONDON, 15th July.

THE KING OF ITALY IN RUSSIA.

H.M. the Tsar, accompanied by the King
of Italy, inspected the great military camp at
Krasnoe. Their Majesties subsequently
witnessed a grand manoeuvre and military tactics.
FRICTION AMONG THE BOERS.
The surrendered Boers who joined the British
forces during the war in South Africa are
being subjected to the hatred and persecution
of the burghers who remained in the field until
the declaration of peace.

THE KING'S MOVEMENTS.

His Majesty the King, accompanied by
Queen Alexandra, has been conveyed to-day
from Victoria Station to Portsmouth, which
was reached at 1.47 p.m. From there, His
Majesty was carried on board the royal yacht,
which then proceeded to Cowes. His Majesty
bore the journey well, and was greatly pleased
with the changes. He was not in the least
fatigued.

THE LORD MAYOR ELECT.

Sir Marcus Samuel has been nominated Lord
Mayor elect.

RAILWAYS IN INDIA.

Lord George Hamilton, Secretary of State,
Indian Department, replying to Mr. Schwann,
M.P. for North Manchester, said that it was
not yet possible to estimate the cost of the
Quetta-Mulhail railway, and further that as
proposals for extending the line through
Sistan had been submitted to the Indian
Government.

THE VOLUNTEER CONTINGENT.

DEPARTURE DELAYED.

Major C. G. Fildes, Commandant of
the Hongkong Volunteer Corps, courteously
informed us yesterday afternoon that the
following telegram had been received from the
Secretary of State for the Colonies:—
"Coronation Contingent. Volunteers' de-
parture postponed until further orders. Invite
employers to extend leave granted to members
of Contingent. Telegraph names of any who
must return at date originally arranged."

MAN-OVERBOARD.

As the *Hongkong* was steaming off Meaco
on her last trip, a Chinese passenger either fell
or jumped overboard. The alarm was raised
and a boat lowered into the water with all
possible haste, but the man was never seen and
the search had to be abandoned.

TYPHOON WARNING.

We received at noon yesterday from Kowloon
Observatory the following:—
On the 17th at 10.45 a.m.—Red South cone
hoisted.

At 11 a.m.—The depression appears to be
situated to the East of the Paracels and to be
moving North-west.

The authorities at the Central Police Station
informed us by telephone yesterday afternoon
that the red cone was taken down and the black
cone hoisted, pointing downwards, at 4.45 p.m.

CORRESPONDENCE.

We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

THE WATER-METER QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 16th July.

SIR,—Because I do not understand I must
once more speak on behalf of the poor.

What is it that I do not understand? It is
that the Government, having collected the rates
from the people, and having prepared streets
and lighting, police protection, and water for
the benefit of the people, afterwards in the case
of the most important thing, water, seeks to
make the poor either buy it, or else go and
carry it, in order to get what they need. The
Government always collects the rates for these
various items and it is not right to say that
those who pay more as water-rates and use less
than they pay for are losing and lose where
rates are less but who use more water are gain-
ing. Arguing in this way they compel the
poor to live in dear houses so as to get enough
water to use; if they live in cheap houses they
must either buy water or else go and carry
enough for their needs. If comparisons are
made on these lines then there are other things
to discuss besides water. Some men and women
and sick people cannot go out much, and they use
the roads less than the poor who carry burdens
and walk all day on the roads; according to the
above method of argument such people lose a
great deal. It may be said that this is a far-
fetched argument because when large quantities
of water are consumed the supply will be
exhausted, but the roads although they
easily get out of order can be repaired and
used again and do not diminish nor give out.
But I repeat this because some people say that
persons who use but little water and pay high
water-rates are not treated fairly. I have there-
fore taken the question of water-rates and
compared it with all the rates and have used the
methods of comparison and equal division to
appeal to the wealthy that they may think over
the subject from this point of view. I trust they
will also remember where their money comes
from; they earn it from the poor and accumulate
it until they become wealthy. They should not
narrow their sympathies because they pay
slightly excessive water-tax. The wealthy like
to live where land is cheap and in large houses,
and have gardens, and though they may pay
a little more water-tax than the poor who live
where land is dear, on a flat or in a small
room, yet they use many times more than
the poor. Reckoning on this basis they are
much better off than the poor.

We should not discuss the subject on the
basis of water and water-rates only, but should
consider the amount of land occupied. In fact
the subject should be considered from every
possible point of view and special consideration
should be given to the case of the poor because
they have no one to express their views. Where
land is cheap the price of water might be raised,
and where land is expensive the price of water
might be made cheaper; this would be a fair
method.

If the price and the allowance of water are to
be reckoned at one rate all over the Colony,
then in order to be just the price of land and
the land-tax should be reckoned at one rate
everywhere. If it were desired to make the price
of water allowed out of the rates cheaper where
land is dear than where it is cheap, so that the
inhabitants in such parts might have sufficient
water on account of the amount paid for rates
then the water-meter would not be required and
this stumbling-block need not be put in the
way of the people. Because in case of excessive
use of water it would be very difficult to fix
the blame; all would strive to clear themselves
and much ill-feeling would be engendered. We
trust the Government will not attempt justice
only by tempering their justice with mercy. After
collecting the water-rates to make the poor who
are weak pay again by having their water car-
ried or else to do without water would be to
cause this class of people who ought to have
most consideration to be subjected to the
greatest hardships. Having paid their water-
rates they should be given enough water for
their needs, just as I said before the passage-
boat people do: having received the money for
meals they must give the passengers food until
they have had enough. If it be determined
that water-meters must be placed in houses or else
water must be carried from the street the
benefits of the scheme would be:—(1) That
water would not be wasted. (2) It might be
expected that in dry seasons, there would be
enough water. (3) All people would have an
equal quantity. These are the only reasons.
Perhaps another reason might be that some re-
venue might be obtained from fines, but I know
the Government do not wish for this as they
consider the imposition of fines to be injurious.

On the subject of equal distribution I have
spoken above. On the subject of having suffi-
cient water in dry seasons we cannot afford
that there will be enough, but if it is feared
there will not be enough the safest way is to
make more reservoirs. If more reservoirs cannot
be made in Hongkong could not water be
brought from the mainland and pumped into
the Pokfulam Reservoir. Surely this would
be better than instituting the system of meters
and street taps, and if the Government has not
sufficient money, why not increase the water-
rate rather than enforce the meter system and
the selling of water to the poor? As to not
wasting water I believe that under that system
no one can guarantee that there will not be
waste.

Let me again try to point out some of the
harm that will be done by the system.—(1)
There will be great hindrance to personal and
household cleanliness. (2) People living on
the same flats will have disputes and
fights and perhaps even lawsuits. (3) When
the meter is examined at the end of the
month and the tenant has moved, who will
pay for the water used? (4) It will be hard to
guarantee that when people move they will not
destroy the meters. I believe that because land-
lords fear this they do not want to put meters
in their houses lest they should have trouble in
the matter. Again if people have to carry from
the streets, it would be difficult to enumerate
all the evils that will arise; as houses of three or
four stories may be supposed to have 40 or 50
people in each it must be necessary to have a
street tap for every three or four houses; as there
would be so many taps would not some people in-
tentionally destroy the taps and let the water
run to waste?

Every morning and evening how many people
would be carrying water? Would it not block
the streets? Would there not be disturbances
and even disputes and fights? Would not the
police be kept busy in making arrests? Would
there not be fines and punishments? Would
the streets not be always wet? How many times
a day must water be carried up to third or
fourth stories? Would there not be difficulties?
Is it not hard that the poor must carry water
in order to have it for use? How much waga-
goning time would be wasted? How much
hardship would be daily endured by the poor in
Hongkong; to get water? How many men
would be heard sighing and groaning? But
though their voices might not be heard by the
Government, would the Government not know
that they had these hardships? Now I have
finished. I trust that the members of the
Government will endeavour to think on the
subject of these lines.—Yours, etc.

(Pastor WONG)

POLICE COURT.

Thursday, 17th July.

BEFORE MR. F. A. HASELHARD (POLICE
MAGISTRATE).

A FLUENT CAPTAIN.

Constable Connell (No. 22), Water Police,
was complimented by his Worship for a plucky
arrest, which he made in the harbour yesterday
morning. He was on duty in Yau-mai bay,
when he saw a slender boat laden with about
half a ton of coal and propelled by three Chi-
nese being pulled rapidly away from him. P.C.
Connell put on a spur and rapidly overhauled
the scampering boat, the occupants of which
suddenly sprang to their feet, made an ineffec-
tual attempt to capsize their craft with its
tail-rod, and then jumped into the water. A
number of junks, and smaller
boats were lying in the vicinity, and amongst
them Constable Connell found it difficult
to navigate his rowing boat. Feeling that
his quarry were likely to escape, he unhesi-
tatingly dived in after them, not even stopping
to divest himself of any of his clothing. In
the struggle he might have been possible for
him to have accounted for all three of the men,
but in the water he had to be content with only
one, whom he revolved should be the nearest.
This man was striking off in the direction of
a junk and was close to its side when Connell,
a strong swimmer, overhauled him. The Chinaman
turned seaward on the constable, who used his
truncheon and held on gamely to his prisoner; in
the struggle he lost his forage cap and boots,
which were loosely fastened, but he gained his
point and landed the spluttering scoundrel on
the police boat, which took the dander-bait in tow
and proceeded to Tsimshatsi Police Station.
The defendant was sentenced to two months'
hard labour, and the scamp and coal were
confiscated. Connell, who gave his evidence
in a quiet, matter-of-fact way, was com-
mended by his Worship, who described his
capture as a brilliant one and desired Inspector
Williamson to bring the conduct of the
constable to the notice of the Captain Super-
intendent of Police.

A FLUENT CAPTAIN.

A Chinese detective who arrested a native
boatman in the harbour for the unlawful
possession of a large quantity of opium had not
the same difficulties to contend with; his man
yielding quietly after an ineffectual attempt to
get away.
Sentences was passed of six weeks' hard labour.
MERRY FROM AN EUROPEAN FIRM.
Leung Lin, a servant boy at the Peak Hos-
pital, was fined \$25 for the unlawful possession of
some Borneo stamps and an account book belong-
ing to Mrs. Robinson, Mountain View, Peak.

THE VICEROY OF THE TWO
KWANG.

In its "Notes on Native Affairs," the *N.C.
Daily News* of the 11th inst. says:—
As may be remembered by readers of these
columns, the resignation of H.B. Tiao Mu,
the enlightened Viceroy of the Two Kwang
provinces, lately caused several changes to be
made amongst certain Governors of provinces,
in connection with which it will be recalled that
H.E. Yuen Chuan-kuen, the able and strong
Governor of Shensi, was ordered to be trans-
ferred from Tientsin to Canton to succeed Governor
Ts'ien, who had been promoted to being Viceroy
of the Two Kwang, vice Tiao Mu. It is now
rumoured in mandarin circles that the trans-
ference of Governor Tiao from Shensi, where
as a matter of fact his

With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS
SIEMSEN & CO
Hongkong 3rd October, 1900.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Black Point.
3. From Black Point to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	SARFEDON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON VIA SUEZ CANAL	BENLAWERS	Brit. str.	—	—	GIBBS, LIVINGSTON & CO.	On or about 31st inst.
LONDON VIA SUEZ CANAL	GLANTIER	Brit. str.	—	R. Webster	McGREGOR BROS. & GOW	On 31st August.
LONDON	UNIVERSITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st August.
LONDON & ANTWERP	TELEMACUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 18th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th September.
MASSILLON, LONDON, & ANTWERP V. SPORE &c.	ANNAM	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 28th inst., at 1 p.m.
B. MENEN, via PORTS OF CALL	SACHSEN	Ger. str.	—	W. Franke	MELCHERS & CO.	On 23rd inst., at Noon.
HAYRE & HAMBURG	SILESIA	Ger. str.	—	Bahls	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAYRE & HAMBURG	C. FRED LARSEN	Ger. str.	2 m.	Pachas	HAMBURG-AMERIKA LINIE	On 24th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohna	HAMBURG-AMERIKA LINIE	On 24th September.
NEW YORK VIA PORTS & SUEZ CANAL	FRIBURG	Brit. str.	—	Prosch	DODWELL & CO., LIMITED	On 8th October.
NEW YORK VIA SUEZ CANAL	ATHOLL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst.
NEW YORK VIA SUEZ CANAL	RADNORSHIRE	Brit. str.	—	—	SEAWAN, TOMES & CO.	On 15th August.
NEW YORK VIA SUEZ CANAL	PENGLUCH	Brit. str.	—	Thompson	GIBBS, LIVINGSTON & CO.	On 31st inst.
NEW YORK	COMET	Brit. str.	2 m.	Davis	REUTE, BROCKELMANN & CO.	Quick despatch.
NEW YORK	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	On 23rd inst.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	—	F. E. Bennett	SEAWAN, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI &c.	ATHENIAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.M.S.	CANADIAN PACIFIC R. CO.	On 8th August, at Noon.
VICTORIA, B.C., & TACOMA via JAPAN	CLAYBURN	Brit. str.	4 m.	D. Barton	DODWELL & CO., LIMITED	On 22nd inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI &c.	TOKA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via MOIJI &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August, at 4 p.m.
PORTLAND, OREGON	INDRAVILLI	Brit. str.	—	Craven	PORTLAND & ASTORIA S.S. CO.	On 28th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	2 m.	A. E. Moser	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	von Bredfeld	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
TRIESTE &c. via SINGAPORE &c.	TIROL	Aus. str.	2 m.	Mosca	CARLOWITZ & CO.	On 31st inst., at Noon.
KOBE & YOKOHAMA	CHINA	Aus. str.	2 m.	W. Townsend	SANDER, WIELER & CO.	To-day, at 4 p.m.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
KOBE & YOKOHAMA	ISUMI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
KOBE & YOKOHAMA	THINAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KANUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst.
TIENTSIN	NACHANO	Brit. str.	—	Schults	SIEMSEN & CO.	To-day, at 4 p.m.
SHANGHAI	LOONGMOON	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	BALLARAT	Brit. str.	—	C. F. Lockstone, R.M.S.	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	CANTON	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
SHANGHAI	CHUSAN	Brit. str.	—	T. Ogata	MITSUI BUREAU KAISHA	On 20th inst.
SHANGHAI	DAIJIN MARU	Jap. str.	1 m.	G. Sakano	MITSUI BUREAU KAISHA	On 23rd inst.
SHANGHAI	ANFING MARU	Jap. str.	1 m.	T. Sakito	MITSUI BUREAU KAISHA	On 23rd inst.
SHANGHAI	KIKUANG	Jap. str.	2 m.	Hodgins	DOUGLAS LARPAK & CO.	To-day, at Noon.
SHANGHAI	MAIDUZZU MARU	Jap. str.	2 m.	P. Michelson	MEYER & CO.	To-day, at 2 p.m.
SHANGHAI	HAICHING	Jap. str.	2 m.	Robson	DOUGLAS LARPAK & CO.	To-morrow, at 4 p.m.
SHANGHAI	THALES	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	YUENSANG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	To-day, at 4.30 p.m.
SHANGHAI	ROBERTA MARU	Jap. str.	2 m.	Tate	MITSUI BUREAU KAISHA	On 24th inst., at Noon.
SHANGHAI	HIROSHIMA MARU	Jap. str.	2 m.	T. Marai	NIPPON YUSEN KAISHA	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	2 m.	J. G. Spence	DAVID SASSON & CO., LD.	To-morrow, at 3 p.m.

SHIPPING.

ARRIVALS.
July 17, BALDANAH, British str., 2,980, R. A. Peters, Bombay 2nd July and Singapore 12th, Mails and General.—P. & O. S. N. Co.
July 17, BENLAWERS, British str., 1,431, D. Clark, Amoy 15th July, General.—GIBBS, LIVINGSTON & CO.
July 17, CHANGKONG, British str., 1,213, H. C. D. Frampton, Singapore 10th July, General.—
July 17, CHAYANG, British str., 3,328, D. Barton, Tacoma via Port Arthur and Moji 12th July, General.—DODWELL & CO., LIMITED.
July 17, OLIVE, British transport, 1,701, A. J. G. Piffard, Calcutta 2nd July.
July 17, HAILAN, French str., 377, An deresen, Pakhal and Hailan 16th July, General.—A. R. MANTY.
July 17, HANGKONG, British str., 1,356, S. Wilde, Shanghai 14th July, General.—JARDINE, MATHESON & CO.
July 17, KIKUANG, British str., 1,228, W. Miller, Chetoo 11th July, General.—BUTTERFIELD & SWIRE.
July 17, KOWLOON, German str., 1,437, H. Stehr, Calcutta 12th July, General.—JARDINE, MATHESON & CO.
July 17, LUKANG, British str., 970, G. Leach, Chikung 11th July, General.—JARDINE, MATHESON & CO.
July 17, MATSUYAMA, German str., 1,372, G. Hillmann, Bangkok and Kousichang 6th July, also and Wood.—BUTTERFIELD & SWIRE.
July 17, THALES, British str., 820, Robson, Swatow 16th July, General.—DOUGLAS LARPAK & CO.
July 16, VULGAR, British str., 2,237, Carter, Cardiff 1st June, Calcutta.—
July 17, LOONGMOON, Ger. str., from Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
17th July.
Airtie, British str., for Sydney.
Australia, British str., for Shanghai.
Cheongchee, British str., for Amoy.
Erie J. Ray, American str., for Rajang.
Hermann, German str., for Chetoo.
Kousichang, British str., for Canton.
Kousichang, German str., for Canton.
Looanquon, German str., for Shanghai.
P. C. C. Kiao, German str., for Bangkok.

DEPARTURES.

17th July.
ARNOLD LUYKEN, German str., for Swatow.
HERMANN MENZEL, German str., for Chetoo.
LUGA, Austrian str., for Saigon.
SHANER, British str., for Ningpo.
TELEMACUS, British str., for Shanghai.

VESSELS IN DOCK.

15th July.
ABERDEEN DOCK.—Taishan.
KOWLOON DOCK.—H.M.S. Wivern, Dynomen, Taiyuan, Zofit, Poplar Branch, Komulus, Solent.
COSMOPOLITAN DOCK.—Kousichang.

SHIPPING REPORTS.

The British steamer Tokang, from Chikung 12th July, had light S.W. winds, smooth and fine to Breaker Point; thence to Port Light S.E. wind and sunbline.
The British steamer Bouledi, from Amoy 16th July, had gentle S.W. breeze backing to the eastward freshening and becoming strong with some showers.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong Harbour:
ANDOLPE OREGO, Amer. barque, S. Amesbury.—Standard Oil Co.
ALLAS, American ship, McKay.—Standard Oil Co.
EYRE J. RAY, American barque, Easton.—Sander, Wiler & Co.

VESSEL ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINA"
Captain Mosca, will leave for the above place TO-DAY, the 18th inst., at Noon.
This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Princes Building.
Hongkong, 16th July, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"HAICHING"
Captain Hodgins, will be despatched for the above port TO-DAY, the 18th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO., General Managers.
Hongkong, 16th July, 1902.

THE Steamship

"TAILEE."
Captain H. Michelson, will be despatched for the above port TO-DAY, the 18th inst., at 2 p.m.
For Freight or Passage, apply to
MEYER & CO., Agents.
Hongkong, 16th July, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG."
Captain P. H. Rolfe, will be despatched as above TO-DAY, the 18th July, at 4.30 p.m.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 16th July, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th inst., at 5 p.m.
For Freight or Passage, apply to
DAVID SASSON & CO., LD., Agents.
Hongkong, 16th July, 1902.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RADNORSHIRE."
will be despatched for the above port on SUNDAY, the 20th July.
For Freight, apply to
SEAWAN, TOMES & CO., Agents, Shire Line.
Hongkong, 30th June, 1902.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN".....SUNDAY, 23rd July.
R.M.S. "EMPEROR OF CHINA".....MONDAY, 24th July.
R.M.S. "EMPEROR OF INDIA".....TUESDAY, 25th July.
R.M.S. "EMPEROR OF JAPAN".....WEDNESDAY, 26th July.
R.M.S. "EMPEROR OF KOREA".....THURSDAY, 27th July.
R.M.S. "EMPEROR OF MANCHURIA".....FRIDAY, 28th July.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TAIFAI" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TAIFAI" takes First-Class and Steerage Passengers only. The Run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
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